

**Ohio Wing**

**TRAINING SAREX  
REQ-07-0837**

**Zanesville, OH**

**26-29 JAN 2007**

**Raindates: 2-5 FEB 2007  
Operations Plan**

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**1. GENERAL**

**A. Type of exercise**

Funded, Training SAREX

The purpose of this mission is Training. Training for recurrency and upgrades will be done and taskings will be signed off as they are completed.

**NOTE: This exercise will be run in strict accordance with CAPR 60-3 and CAPR 60-1 and OHWG Supplement 1 to CAPR 60-1.**

**B. Exercise location**

The Exercise will be held at the Zanesville Municipal Airport (ZZV)

Buildings and facilities to be used: Former Terminal Bldg (Zanesville Aviation)

**C.-Primary dates & times**

Primary Mission Dates: 26-29 JAN 2007

**D. Alternate dates**

Raindates: 02-05 FEB 2007

**E. USAF funding**

Amount of funding allocated:

Flight Activity:	\$2800
Vehicles:	\$500
Communications	\$100
Total	\$3400

**F. Mission Symbol**

Air Force Assigned Mission Symbol: A5

**G. Air Force Mission Number**

Air Force Assigned Mission Number: TBD

**H. Host unit**

OHWG Emergency Services  
LTC Wayne Shanks, CAP  
223 Adan Ave SW  
New Philadelphia, Oh 44663  
Phone: (330)-339-1067 (H)  
(330-) 204-0377 (C)

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### **J. Initial reporting times and locations**

Early Sign-in at Mission Base

1600 Friday, 26 JAN 2007

Reporting Time:

Friday arrivals: 1800 hours 26 JAN 2007

Saturday Arrivals: NLT 0730 hours 27 JAN 2007

Sunday Arrivals: NLT 0730 hours 28 JAN 2007

## **2. NOTIFICATION AND APPLICATION**

### **A. Notification of exercise**

Mission Staff: Individually Notified NLT 3 JAN 2007

Participants: Individually notified NLT 3 JAN 2007

THIS EXERCISE IS BY INVITATION ONLY!

### **B. Qualification requirements**

All Participants:

CAPID, CAPF 60 (DEC 2003 date), CAPF 101 for all,

Completion of the latest CAPT 116 and all applicable CAPT 117 tests

Trainees MUST have the appropriate SQTR with the Prerequisites completed  
And Familiarization and Preparatory training completed before they can be  
Assigned to a training position per CAPR 60-3 para 2-3.

### **C. Exercise Capacity**

Open to SELECT OH Wing participants.

## **3. EXERCISE DESCRIPTION**

Ohio Wing Civil Air Patrol will be conducting a practice Training SAREX on 26-29, JAN 2007 at the ZANESVILLE MUNICIPAL AIRPORT (ZZV) IN ZANESVILLE, OH. The mission base will be operational NLT 1800 hours on Friday 26 JAN 2007 and operations will close at 0000 hours on 29 JAN 2007. Details of individual mission activities are covered in later sections.

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#### 4. FLIGHT OPERATIONS

##### A. Aviation resource requirements

The exercise is open to all OH Wing Corporate aircraft ONLY!

**In order to assure compliance of the aircraft with current FAR's and CAP requirements, it is *REQUIRED* that all aircraft aircrews of the incoming aircraft complete the CAP Aircraft Inspection Checklist, CAPF 71, within 24 hours prior to arrival and bring the completed form with them to mission base.**

Note: All airport information and alternate airport information is subject to change. It is the responsibility of the PIC to always obtain the latest information for his/her flight.

\*\*\*\*\*

Please be advised that if a CAP Pilot shows up at mission base and is NOT listed on the latest Pilot Authorization list as a CAP Pilot, Mission Pilot (MP), or Transport Mission Pilot (TMP), the member DOES NOT FLY even if the member shows up with paperwork. This is now FY 2006. All CAP Pilots know or, should know, that they need to be on the listing or they do not fly. The ONLY exception is that if Mission Base logs onto WMU and/or MIMS and they are, in fact listed, they can then fly in that specialty. There will be no other exceptions.

If anyone has a problem with this they may call me at 440-892-7012 or 440-725-3214. In exceptional cases I will update their files if they fax me a copy of their paperwork.

Regards,  
Maj Henry Wearsch  
OHWG/DO

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**B. Inbound sorties**

**NOTE: MISSION BASE WILL FLIGHT RELEASE AIRCRAFT.**

Flight Plan: CAPF 104, Copy presented upon arrival.

Friday Evening Arrival:

Call LTC Richard Neuwirth (IC) at Mission Base, (419-769-2712 or 419-439-0782 ) Friday afternoon between 1700 – 1830.

Have CAPF 104 information available. Air Ops will assign sortie and CAPFLIGHT Number.

Saturday/Sunday Morning Arrivals:

Call LTC Connor (Air Ops) at Mission Base, (330-760-7877) Saturday/Sunday morning. Have CAPF 104 information available. Air Ops will assign sortie and a CAPFLIGHT Number if the aircraft is privately owned.

Flight Release: CAPF 104, release by Mission Base only.

Flight Following: All Inbound flights file FAA Flight Plan. Cancel upon arrival.

Arrival Routes: As Required, Maintain VFR/IFR altitudes enroute.

Airport Information:

ZANESVILLE MUNICIPAL Airport (ZZV)

Lat N39-56-40.0 Long: W81-53-31.5

Runway elevation: 900' MSL

NOTE: *DEER ON AND NEAR RUNWAYS!*

Airport Parking: TBD by Project Officer/Mission Base Commander.

Air/Ground Com:

Unicom 123.0 MHz

Mission Base Callsign: ZANESVILLE Mission Base/Frequency 148.15 Mhz

Night Operations: *ACTIVATE RUNWAY 04/22 LIGHTS, REILS, & TAXIWAY "A" LIGHTS-5 CLICKS. 3 ADDITIONAL CLICKS WITHIN 5 SECONDS FOR RUNWAY 16/34 & TAXIWAY "B".*

FBO: ZANESVILLE AVIATION: (740) 452-3625 *EMERGENCY USE ONLY*

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**C. Alternate airfields and mission recall procedures**

The following airfields can be used in case of adverse weather: Cambridge (CDI), Barnesville Bradfield (6G5), Alderman (2P7), Monroe Co (4G5), Noble Co (I-10), Perry Co (I-86), Morgan Co (I-71), Ohio Univ. (UNI) and many others depending on the area of operations for specific taskings!

Aircraft Recall will be via CAP radio transmitting recall proword (**HOME PLATE**). If mission aircraft without CAP radio capability are airborne, the recall will also be transmitted on 122.9 Mhz.

Aircraft encountering weather which will impact continued air operations will immediately advise mission base and obtain revised instructions. Search activity will be terminated if VFR conditions cannot be maintained while at the designated search altitude. The Pilot in Command (PIC) has final authority in determining if weather in his area meets required ceiling/visibility criteria.

**D. Flightline operations**

Flightline operations will be accomplished IAW CAPR 60-1 and CAPR 60-3.

**E. Outbound sorties**

Flight Plan: CAPF 104, Sortie assigned by Air Ops.

Flight Release: CAPF 104, release by Incident Commander or Air Ops if IC Approves.

Flight Following: All Outbound flights file FAA Flight Plan,  
Cancel upon arrival at home field.

Departure Routes: As Required, Maintain VFR/IFR altitudes enroute.

Notification: Phone IC or Air Ops (as briefed) with time of  
Arrival/Flight time upon return to home field.

**F. Flight scheduling**

Whenever possible, Air Ops will assign sorties in sequence the CAPF 104's are received.

Aircrews will report wheels up and wheels down times to Comm as soon as possible and Comm will immediately pass this information to Air Ops.

Pilots with incomplete aircrews should notify Air Ops when submitting the CAPF 104, so that available aircrew qualified personnel can be assigned to fill crew vacancies.

Air Ops will maintain aircrew/aircraft status information and tracking of mission flights. Coordination with Incident Commander will be effected to assure timely passing of information. Aircraft will report "wheels up" and "wheels down" times to Comm.

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### **G. Mission Planning /Intelligence**

Planning & Intel will be handled by the Planning Section Chief. Planning also changes the Incident Action Plan (IAP) AFTER consulting with the IC. Ops should pass any pertinent info directly to IC, but will not be too involved with the Planning aspect.

Scenario inputs will be provided to the Planning Officer on a periodic basis by the Control Group Leader. This information may result from preprogrammed inputs, simulated requests for information from (exercise) outside agencies, or information uncovered during debriefing.

### **H. Flight operations safety considerations**

Flight operations shall consider the impact of heat and Density Altitude on aircraft weight/balance, aircraft operation.

Flight operations will be accomplished IAW CAPR 60-1, OHWG Supplement 1 to CAPR 60-1 and CAPR 60-3. Air Ops will coordinate with the Mission staff to assure that critical mission/safety information is briefed to aircrews.

## **5. GROUND OPERATIONS**

### **A. Mission briefing/debriefing**

Task assignment and requirements will be covered in the mission briefing. Team briefings will be done by the Branch Director. Team debriefings will be conducted by the Planning Section using CAPF 104 and CAPF 109. Branch Directors will coordinate with the Mission staff to assure that critical mission/safety information is briefed to teams. All debriefing reports will be relayed to the Incident Commander and Operations Director by the Planning Section.

### **B. Ground team management procedures**

Ground Teams will report to Ground Ops with CAPF 109 filled out with team information. Whenever possible, Ground Ops will assign sorties in the sequence the CAPF 109's are received. Team Leaders with incomplete teams should notify Ground Ops when submitting the CAPF 109, so that available ground team qualified personnel can be assigned to fill vacancies.

Ground Ops will maintain team/vehicle status information and tracking of mission assignments. Coordination with the Operations Section Chief will be effected to assure timely passing of information.

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### **C. Ground operations safety considerations**

Ground Teams will report time of leaving base and time of arrival back on base, to Comm.

Ground operations shall consider the impact of the heat environment on team mobility and safety.

Both aircraft and GTs should report Acquisition Of Signal (AOS) when ELT is first heard along with Lat/Long.

Ground operations will be accomplished IAW CAPR 60-3. Ground Ops will coordinate with the Mission staff to assure that critical mission/safety information is briefed to teams.

## **6. CADET PARTICIPATION**

### **A. Cadet utilization**

When possible, more experienced cadets (usually at least 18 years of age) will understudy Mission Base Staff positions that can be filled by 18 year old members. It is essential that all cadets be given meaningful/useful tasks and/or instruction. Training classes may be provided for inexperienced cadets.

### **B. Cadet supervision**

Commanders unable to provide senior supervision for their cadets will prearrange alternate supervision via sister units. Commanders must provide or prearrange senior supervision for any cadets attending the mission.

### **C. Cadet support**

Qualified Cadets will participate with Ground Teams. Cadets will be utilized at mission Base as Mission Staff Assistants, recorders and/ or runners.

## **7. SAFETY**

Mission operations will be accomplished IAW CAPR 62-1. Air/Ground Ops will coordinate with the Mission staff to assure that critical mission/safety information is briefed to aircrews/ground teams. Risk management matrix techniques shall be used by all personnel to evaluate and control operational risks. CAPF 26 shall be utilized to report hazards/hazard elimination.

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**8. UNIFORM REQUIREMENTS**

All Personnel:

CAP grooming standards and uniform requirements must be observed by all CAP personnel participating in the mission.

Mission Staff: Acceptable CAP or USAF style uniform for the job you are assigned.

Aircrews: Appropriate Flight uniform for personnel assigned flight duties.

Ground Teams:

Appropriate Field uniform for personnel assigned field duties.

*GROUND TEAMS WILL BE REQUIRED TO SPEND EXTENDED PERIODS OF TIME IN THE FIELD AND MUST BE DRESSED APPROPRIATELY!!! ALL GROUND TEAM MEMBERS MUST HAVE 24 HOUR PACKS AND CHANGES OF UNIFORMS!!!*

**9. ADMINISTRATION**

**A. Sign-in location and procedures**

Aircraft and vehicles participating in the mission must be logged in and must be inspected by the PIC or GTL before the first sortie. Those aircraft and vehicles not logged in will not receive reimbursement for use on mission.

**B. Credential verification procedures**

*UTILIZATION OF THE IMU IS A PRIMARY TRAINING OBJECTIVE ON THIS MISSION!*

All personnel participating in the mission will have the following items in their possession:

A current membership card

A valid CAPF 101 and SQTR Cards as appropriate

Two (completed) copies of CAPF 60, dated DEC 03 (Emergency Notification)

Pilots:

All pilots will have a valid (original) FAA pilot certificate and current medical in their possession.

Mission and transport pilots must be listed on current OH Wing roster.

See Section 4A of this Oplan

Observers/Scanners:

CAPF 101 and SQTR with PROPER ENDORSEMENTS!!!

Ground Teams:

CAPF 101 and SQTR with PROPER ENDORSEMENTS!!!

Personnel driving CAP vehicles must have current state and CAP driver's license.

Other Documents (ROA, Counter Narcotics, etc.) as required for mission activity.

**C. Resource listing**

OH Wing Checklists/reporting forms will be used to report available mission resources to the Incident Commander.

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**D. Forms/documents**

Blank Forms/Documents shall be supplied via the Mission Kit.  
Aircrews/Ground teams should carry a minimal supply of applicable forms CAPF 104/109 to facilitate mission assignment.

**10. LOGISTICS**

**A. Aircraft/Vehicle support**

**1. Aircraft support**

Each Corporate Aircraft will be refueled on the corporate credit card for that aircraft. A CAPF 108 may be filed for reimbursement. Each aircraft will have a CAPF 108 prepared and signed by the pilot at the beginning of the mission. Hours will be tracked by the Finance Officer and posted on the 108's. At the end of the day the pilot will confirm the hours with the Finance officer. Home bound time will be phoned into the AOBD before 2200hrs that mission day *AND WILL INCLUDE DOLLAR AMOUNT OF FUEL & OIL FOR OUTBOUND SORTIE!*

CAP aircraft carry the Multi-Serv Card.

Aircraft Fuel/oil:	80, 100/100LL, Jet
Aircraft Maintenance	Major airframe/power plant repairs

**2. Vehicle support**

Ground Team Vehicles will be refueled at member's expense (a CAPF 108 may be filed for reimbursement.). *MILEAGE AND DOLLAR AMOUNT OF FUEL & OIL WILL BE REPORTED TO THE GOBD WHEN LAST MEMBER GETS HOME!*

**B. Billeting**

**1. On Site**

TBD. Logistics is working with several agencies to provide overnight, indoor lodging! IF this happens, it would most likely be at a Salvation Army or Red Cross shelter facility!

**2. Off Site**

**Lodging available at local hotels/motels! Operations will most likely be moved on Saturday to an area further south!**

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**C. Messing**

**1. On Site:**

NONE

**2. Off Site**

Many restaurant choices in Zanesville area, some within 1 mile of airport.

**D. Medical**

Medical: Due to the large area of operations, see the ICS F 206 Medical Plan which Is part of the Incident Action Plan.

**11. OTHER AGENCY INVOLVEMENT**

Local Agencies invited by Incident Commander to participate in mission or visit/tour mission base. TBD

**12. PUBLIC AFFAIRS**

**A. Approval for Non-CAP passengers to fly on CAP aircraft**

Requests for non-CAP passengers in CAP aircraft must be submitted in writing to the National Operations Center (NOC) and Ohio Wing Commander (as appropriate) at least 5 business days prior to the flight. The pilot must be Commercial Pilot rated. Supply the name and SSN of the individual and the reason for his/her being required as a passenger aboard a CAP aircraft. A CAP Form 9 (Release for Non-CAP Members) for approved passengers prior to the flight.

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### 13. CONTINGENCIES

#### **A. Disaster or REDCAP**

The exercise may be suspended or terminated, and CAP resources reassigned, only at the direction of the IC, Wing ESO, Wing CV, or WG/CC, otherwise, exercises are expected to continue as planned.

#### **B. Adverse weather**

*THE GROUND & BASE STAFF PORTION OF THIS EXERCISE WILL HAPPEN EXCEPT IN THE MOST EXTREME WEATHER CONDITIONS. IF THE WEATHER CANCELS FLIGHT OPERATIONS, ALL OF AIRCREW ARE REQUESTED TO DRIVE INTO MISSION BASE FOR A TABLETOP EXERCISE!*

The Incident Commander shall monitor weather forecasts as the exercise approaches to allow a cancellation decision no later than noon on the day the exercise begins (usually Friday.) Should the exercise be canceled/rescheduled, he/she will immediately notify the SD, WG/CC, and the OH Wing Email system. In the event that the information cannot be posted on the Ohio Wing Email System, all Group Commanders will be individually notified by Email.

Cancellation information will be posted on the OH Wing Email system by 1300hrs (local) each day for the following day.

During the exercise, Air Operations will monitor weather conditions between the flying areas and the mission base, and between the exercise location and participants' redeployment airports to allow for timely mission recall aircraft and terminate the mission.

#### **C. Mishaps**

In the event of a reportable mishap, the Incident Commander will ensure all reporting actions are taken, including briefing all participants to refrain from speculating to the media regarding the mishap. The Incident Commander will determine the impact of the mishap on continued conduct of the exercise.

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**14. COMMUNICATIONS PLAN**

**Staff Coordination**

Communications requirements for the mission base and the mission will be coordinated through the Staff Officers listed below. Communications requirements for the OH Wing EOC shall be defined and coordinated via OH Wing Staff so as to be in place for the mission.

Incident Commander: LTC Richard Neuwirth  
OH Wing Director of Communications: LTC Ron Bricker  
Mission Base Commander: LTC Wayne Shanks  
Planning Section Chief: Capt Paul Siglock  
Operations Section Chief: LTC Ted Stults  
Finance/Admin Section Chief: LTC Veronica Neuwirth  
IMU: LTC Larry Sidle  
WMIRS: LTC Marilynne Shanks  
Logistics Section Chief: Lt Don Bahr  
Air Ops Branch Director: Capt Ray Goff  
Ground Ops Branch Director: Capt Amanda Gentry  
Mission Base Communications Officer: Lt Charles Scherger

**Mission Base Communications**

Mission Base Callsigns: CAP/Voice: Zanesville Mission Base  
SAR Radio: Zanesville CAP Mission Base  
Mission Base Phone: Cellular: (419) 439-0782 & (419) 769-2712 or (alternate)  
Pager: (419) 784-8166  
Airport FBO: (740) 452-3625 (Zanesville Aviation): NOTE: Use for emergency only.  
CAP/VHF Frequencies:  
Channel 1: Simplex: 148.150 MHz  
Channel 2: Simplex: 148.1250  
Channel 3: Ground/Ground Tactical: 148.1375  
Channel 4: Air/Ground and Air/Air Tactical: 149.5375  
Repeater: 143.90/148.15 MHz  
(Lancaster Repeater: 148.50 146.2 Tone Hz)  
(Cambridge Repeater: 148.125 114.8 Tone Hz)  
(Jackson Repeater: 148.50 141.3 Tone Hz)  
Aircraft: Channel 1: 148.150 MHz Simplex (100 Hz tone)  
Aircraft Radio: 122.9 MHz  
CAP/HF Frequencies:  
Primary: 4601 kHz  
Secondary: 4604 kHz  
Aircraft Actual SAR Frequency: 123.1 MHz (Actual Missions only.)  
USCG Frequency: Initial Contact/emergency 156.8 MHz  
Switch to station's normal channel on request.

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**15. COMMUNICATIONS PLAN DETAILS**

**A. Procedures**

1. Utilize the CLOSEST Repeater (Tone    Hz) for all search area communications with ground units. Alternate is Repeater (Tone    Hz)
2. Aircraft will contact base on 148.15 MHz or 122.9 MHz (if the base has an aircraft radio).
3. Air-ground coordination will be conducted on 148.150 MHz or 148.125 MHz.  
NOTE: Aircraft utilize 100 Hz tone.
4. Maintain a communications status board listing information on all radio stations participating in the mission.
5. Log all communications with aircraft and field units in the radio station log (CAPF 110). Log all formal messages on ICSF 213, General Message Form.
6. The Communications Unit Leader shall periodically check with the Logistics Section Chief, Air Operations and Ground Operations for communications needs and provide status reports on air and ground units.
7. The Communications Officer will provide information on frequencies, call signs, and other specifics at the initial mission briefing, on ICSF 205 Radio Communications Plan.
8. Provide "wheels up" and "wheels down" times to Air Operations by monitoring the CTAF, SAR frequency and CAP VHF-FM.
9. Conduct a safety inspection of the communication center.
10. Mission base communications will be conducted on 148.125 MHz or ISR, unless otherwise briefed.
11. Check-in times for Ground teams will be 15 and 45 minutes past the hour.
12. Check-in times for Aircraft will be on the hour and half hour (00 and 30.)

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**16. EQUIPMENT REQUIREMENTS**

**A. Mission base**

CAP VHF-FM radios/antennas  
Aircraft SAR radio/antenna  
CAP-HF radio/antenna  
Power supplies (primary and emergency) as needed  
Cellular Phones (if utilized)  
Safety equipment per CAPR 100-1 (Fire extinguishers, first aid kit, etc.)  
Backup equipment for VHF-FM at a minimum

**B. Aircraft**

CAP corporate aircraft have capability to communicate on either SAR (122.9 MHz) or CAP VHF-FM frequencies. A/C also have ELT direction finding equipment.

Aircraft may communicate with US Coast Guard as required (per Ohio Wing Emergency Communications Plan).

Use Marine Channel 16 (156.8 MHz) for initial contact/emergency only.

Switch to station normal operating channel on request.

**C. Ground vehicles**

Ground teams will maintain communications with the mission base via CAP VHF-FM or HF frequencies.

Teams will also utilize ELT direction finding equipment. Cellular phones may be used if available.

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